

WHAT IS CLAIMED IS:

1 A device transmission system between the crankshaft of an internal combustion engine of a motor vehicle and a group of auxiliary devices provided with respective drive shafts and including an electric machine operable to function selectively as a generator and a motor;

the system including

at least one transmission belt operable to couple the drive shafts of the said auxiliary devices with a pulley operatively connectable to the crankshaft of the internal combustion engine; and

a servo controlled clutch operable selectively to control the coupling of the said pulley with the crankshaft of the internal combustion engine;

wherein between the said pulley and the crankshaft of the internal combustion engine is interposed an over-run clutch such that when the angular velocity of the crankshaft of the internal combustion engine is greater and, respectively, less than that of the said pulley, said pulley is capable of being driven to rotate by the crankshaft of the internal combustion engine and, respectively, becomes freely rotatable with respect to the said crankshaft;

the servo controlled clutch, interposed between the crankshaft of the internal combustion engine and the said pulley being normally disengaged and de energised;

the system further including control means arranged to cause energisation and engagement of the said servo controlled clutch and activation of the said electric machine as a motor, whilst the internal combustion engine is not running, to restart the internal combustion engine by means of the said electric machine operating as a motor.

2. A drive transmission system according to claim 1, in which the said electric machine is a polyphase asynchronous machine,

and the said control means comprise a controlled inverter connected to the said electric machine and a rechargeable source of DC voltage.

3. A drive transmission system according to the claim 1, in which the said servo controlled clutch is of the electromagnetically controlled type.

4. a drive transmission system according to the claim 1, in which the said servo controlled clutch is of the electrohydraulically controlled type.